

The China Mail.

Established February, 1845.

VOL. XLIV. No. 7716.

號六月五八八百八千英

HONGKONG, WEDNESDAY, MAY 16, 1888.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. AGOO, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. HENRY & CO., 37, Walbrook. E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE.—AMEDEE PRINCE & CO., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. OCEANIA.—W. M. SMITH & CO., The Aromatico Co., Colombo. CHINA.—MACAO, F. A. de CRUZ, Sub-tor, Quelion & Co., Amoy, N. MOALE, Kowloon, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO. SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HENRIZEN & CO., Manila.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$7,500,000
Reserve Fund, \$3,900,000
Reserve Liability of Proprietors, \$7,500,000

Court of Directors.
Chairman—Hon. JOHN BILL IRVING.
Deputy Chairman—W. H. FORBES, Esq.
O. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALYMPLE, Esq.
B. LATTON, Esq.
Hon. A. P. McEWEN.

Chief Manager—THOMAS JACKSON, Esq.
MANAGERS.—EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, April 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours from 9 a.m. to 1 p.m. weekdays, 10 to 3: Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 in one time will not be received. No deposit may deposit more than \$2,500 in any one year.

3.—Deposits in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months on 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if mailed on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1888. 754

Intimations.

PEAK CHURCH

NOTICE

A MEETING of ORIGINAL DONORS to the above Church, and of others interested in it, will be held in the LIBRARY, St. Paul's College, at 4:30 p.m. on THURSDAY, the 17th day of May, to pass Accounts, and to elect a Committee for the ensuing year.

A FULL MEETING is desired.

Hongkong, May 14, 1888. 788

NOTICE

A NOTICE is hereby given that the Annual General MEETING of the VICTORIA RECREATION CLUB will be held in the GYMNASIUM on TUESDAY, the 22nd Inst., at 6 p.m.

J. H. STEWART LOCKHART,
Hon. Secretary,
VICTORIA RECREATION CLUB.
Hongkong, May 14, 1888. 787

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM JAPAN AND CHINA.

THE 10th May, at Noon, and onwards thereafter, until further Notice, the Company will maintain a DIRECT SERVICE between HONG-KONG and LONDON, VIA MARSEILLES.

This improved service will abolish all Transhipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine.

The attention of passengers is specially called to the greatly improved Second-class accommodation and attendance.

E. L. WOODIN,
Superintendent.
Hongkong, May 8, 1888. 784

NOTICE

THE WONG-NEY-CHONG DAIRY FARM having Received by the Steamer *Champho*, a supply of MILK Cows from Newcastle, Australia, is now prepared to Supply the General Public with PURE COW'S MILK (guaranteed), at 9 CENTS per Ordinary Pint, (reputed), deliverable to order, ANYWHERE within the Colony, between 6 A.M. and 10 P.M.

Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANENBERG, at H. M. Naval Yard, will be promptly attended to.

Hongkong, April 28, 1888. 688

N O T I C E .

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours from 9 a.m. to 1 p.m. weekdays, 10 to 3: Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 in one time will not be received. No deposit may deposit more than \$2,500 in any one year.

3.—Deposits in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months on 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if mailed on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1888. 754

Intimations.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL General MEETING of the MEMBERS will be held on THURSDAY, the 22nd Instant, at 4 o'clock p.m., at the CITY HALL, to nominate MEMBERS of the Chamber to take the place of the Hon. A. E. MacEWEN, in the LEGISLATIVE COUNCIL, during his absence from the Colony.

By Order,
H. U. JEFFRIES,
Secretary.
Hongkong, May 12, 1888. 785

NOTICE.

FOR the Convenience of Customers, the Productions of the CHINA SILVER ROLLING COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same price as at the RETAILERS, or RETAIL Orders will be delivered at addresses in town on application forwarding their Monthly Requirements in writing direct to the EXCHANGE at East Point.

WARDING, MATHESON & CO., General Agents.

Hongkong, July 27, 1888. 788

Business Notices.

LANE, CRAWFORD & CO.

ARE NOW FULLY STOCKED WITH THE FOLLOWING

SEASONABLE GOODS:

MARINA'S EAU DE COLOGNE
HENDERSON'S HAIR WASH
EAU DE QUININE HAIR WASH
CARLYON & ODONTO.
LAV-TAR-EFF HAIR WASH
LAV-TAR-EFF DENTIFRICE
LIME JUICE & GLYCERINE.

HENDERSON'S, ATKINSON'S, and PESSE & LUBIN'S PERFUMERY.

CALVARY'S DISINFECTANT (invaluable for washing Dogs and other Animals).

CARBONIC SOFT SOAP, HOUSEHOLD CARBONIC SOAP, CARBONIC FLICKIN-HEAT SOAP.

PARIS' TRANSPARENT SOAPS, SCENTED SOAPS, and BATH SOAPS.

DISINFECTANT CARBOLIO POWDER in 1lb. Dredgers.

CALVARY'S STRONGEST CARBOLIC ACID.

LARGE BATH SPONGES and FINE TOILET SPONGES.

BATH TOWELS and WIAPS. FLESH BRUSHES and SCRUBBERS.

Also— Cooling Beverages and Summer Tonics.

STOWER'S LIME JUICE, ORANGE JUICE and LEMON JUICE, RASPBERRY VINEGAR, Fortified LEMON JUICE, CHIRETTA BITTERS, PARISH'S CHEMICAL FOOD, SYRUP of PHOSPHATES, FRENCH and ITALIAN VERMOUTH, CALVARY'S STRONGEST CARBOLIC ACID.

BATH TOWELS and WIAPS. FLESH BRUSHES and SCRUBBERS.

A Small Machine for making Block Ice, Icing Water and Wines.

LANE, CRAWFORD & CO.

Hongkong, May 10, 1888. 788

VICTORIA HOTEL,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD, and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1888. 1612

W. POWELL & CO.

J U S T R E C E I V E D

SPECIALITIES IN LADIES' EMBROIDERED COSTUMES.
WHITE and COLOURED DRESS LAWNS. (Fast Colours).
CREAM, WHITE and COLOURED AIGGETTES, FEATHERS and TRIMS.
PARISIAN FLOWERS, and MILLINERY.

RIBBONS and LACES in Latest Designs.

SILK GLOVES and MITTS in every length and colour.

W. POWELL & CO.

VICTORIA EXCHANGE, Hongkong, May 5, 1888. 720

NOTICE

THE WONG-NEY-CHONG DAIRY

FARM having Received by the Steamer *Champho*, a supply of MILK Cows from Newcastle, Australia, is now prepared to Supply the General Public with PURE COW'S MILK (guaranteed), at 9 CENTS per Ordinary Pint, (reputed), deliverable to order, ANYWHERE within the Colony, between 6 A.M. and 10 P.M.

Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANENBERG, at H. M. Naval Yard, will be promptly attended to.

Hongkong, April 28, 1888. 688

NOTICE

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours from 9 a.m. to 1 p.m. weekdays, 10 to 3: Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 in one time will not be received. No deposit may deposit more than \$2,500 in any one year.

3.—Deposits in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months on 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if mailed on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1888. 754

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

THE above Company's EXCHANGE is NOW OPEN for Telephonic Communication.

Rate of Subscription is \$20 per Annum, payable quarterly in advance. Electrical Meters of all descriptions kept in stock for Sale.

ELECTRIC BELLS a specialty.

Houses fitted up and kept in order at most Moderate Prices.

TELEPHONE MATERIAL supplied on Sale or Hire

THE CHINA MAIL

No. 776.—MAY 16, 1888.

Notices to Consignees.

STEAMSHIP SINDH.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from London or Steamship *Sindhu* and *Indus*, from Antwerp, ex Steamship *Romania*; from Harro ex Steamship *India*, and from Bordeaux, ex Steamship *Le Lille*, in connection with the above Steamers, are hereby informed that their Goods—with the exception of Treasures and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on, unless intimation is received from the Consignee before Noon To-day (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per day.

All claims must be sent in to me on or before SATURDAY, the 19th May, or they will not be received.

No fire insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

769

GLEN LINE OF STEAM PACKETS.
FROM ANTWERP, LONDON, PENANG
AND SINGAPORE.

THE Steamship *Glenagle*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day, the 10th Instant.

Cargo remaining undelivered after the 17th Instant will be subject to rent.

No fire insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, May 10, 1888.

773

NOTICE TO CONSIGNEES.

S.S. ALBANY, FROM GLASGOW,
LIVERPOOL, PENANG AND
SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods, with the exception of opium, are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Co. at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognised.

No fire insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, May 12, 1888.

784

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship *Melpomene*, Captain Purvis, having arrived from the above Ports, Consignees of cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no fire insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 18th instant, or they will not be recognised.

RUSSELL & CO., Agents.

Hongkong, May 11, 1888.

780

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.

FROM SOURLABAYA, SAMARANG,
BATAVIA, SINGAPORE AND
SAIGON.

THE Company's S.S. *Borneo*, having arrived from the above Port, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 21st instant will be subject to rent.

No fire insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, May 14, 1888.

795

INSURANCES.

THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE
No. 2, Queen's Road West.
Hongkong, December 2, 1887.

2348

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1887.

1840

Insurance.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:

Marine Department.
Policies at current rates payable either here or in London, or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sum not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1887.

496

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

FIRE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882.

14

THE Undersigned, AGENTS of the above
Company, are authorized to insure

THE CHINA MAIL.

We see by the *Shunpao* that H. F. Chow-Fuh, Customs Taotai at Tientsin, has been promoted to be Provincial Judge of Chihli, by an imperial decree dated the 9th inst.

NAVIGATING THE SUET CANAL BY NIGHT.—The regulations for the navigation of the Suez Canal by night have just been made public. The water-way of the Canal is to be lighted by means of compressed gas-gas. Steamers will be allowed by the regulation for the night passage to proceed under the same conditions as those laid down for the traffic.

REFINING BY ELECTRICITY.—The end of the old-fashioned sugar-refining business has been decreed by the new method invented of refining by electricity; the cost is 3s. 2d. a ton. A company has been started, with a million capital. The inventor is Mr Henry Friend.

APPLICATION FOR RENDITION OF AN ALLEGED PIRATE.

THE OPIUM HABIT.—While most earnestly decrying the employment of opium as a 'mental stimulant' by those who live by literature, we note the less feel that between the lines of those poems by which Coleridge will best remember the influence of the opium habit can be traced in its earliest, most fascinating, and therefore its most dangerous stages. The ultimate collapse which results from its frequent employment is no less certain, though in exceptional cases it may be delayed.—*Lance.*

THE RED RIVER OF TONQUIN AS A TRADE ROUTE.—During the war of occupation in Tonquin it was frequently urged in the French Chambers and press that by means of the Red River the trade of Southwestern China was brought to the foot of France. Subsequent investigation, however, has shown that it was doubtful whether the river was navigable in its upper waters for steamers. Lieutenant Gouin, resident at Sontay, who has studied the hydrography of all the Tonquin rivers, has now settled the question. In a paper published in a recent bulletin of the Paris Geographical Society, he describes the result of his surveys, and says that navigation, even as far as Luakoi, much less to the Chinese frontier, is quite impossible. The rapids, he says, are wholly insurmountable by steam beyond Haoha, however small the draught may be, and whatever engines may be employed. The project of a railway to Luakoi doubtless owes its existence to the conviction of the French authorities that Lieutenant Gouin's conclusions are correct, and that the Sunkoik or Red River can never be a trade route between Yunnan and the delta of Tonquin.

THE ITALIANS AT MASSOWAH.—The Italians doublets wish themselves well out of the difficulty. They hoped that a little patience would enable them to conclude a peace on terms favourable to themselves without bloodshed. 'In this they have been thwarted. The result of their manoeuvre shows how dangerous a policy it is to "play" with troops of the nature of those commanded by King John of Abyssinia. Such armies are very mobile, and can accomplish feats in marching to which Europeans would be impossible. This necessarily gives them a great advantage. The principle, therefore, which should guide a commander engaged in such an enterprise should always be to see that his organisation is complete before advancing, then press on, and having come face to face with his opponents, strike decisively. It has been by the adoption of these tactics that Lord Wolseley has been invariably successful. It is a pity for the Italians that their commander at Massowah has not had some of the dash and some of the perspicacity of Lord Wolseley. Had he possessed his lordship's qualities as a commander, his army would not have occupied the rather unpleasant, not to say ridiculous, position it does to-day in Abyssinia.—*Army and Navy Gazette.*

The C. M. S. N. Co.'s steamer Kiangkwan, Captain Perkins, had a rather serious mishap on her last trip down from Hankow. While running from Kiukiang to Wuhu, just about Fitzroy Island, she met a large salt junk bound up river. It was then about half-past eight o'clock in the evening. The steamer tried to avoid the junk by steaming inshore close to the bank, but the junk closed in upon her, and when the steamer was not more than fifty yards from the bank, the junk ran, with all sail set, into her, striking the guard forward of the wheel, on the starboard side. The junk at once began to settle down, (and it is said her masts broke off.) Boats from the steamer and also from the junk were very quickly in the water, and the impression prevailed that all the people on board the junk had been rescued, but we hear that an official report has been made to the effect that four persons were drowned. The junk had no fixed lights, but exhibited a flat light on deck when the collision was inevitable. There is no doubt in this case that the junk is to blame for the collision, and it is to be hoped that the junkmen on the Yangtze will benefit by the experience gained. It is also reported that one of the Northern steamers has been in collision with a junk in the Peiho, and that the damage and loss of cargo amounts to Tls. 25,000.—*Shanghai Courier.*

WOMEN FREQUENTING OPIUM-SHOPS.—The *Shanghai Courier* says:—About two months ago, a Proclamation was issued by the Mixed Court Magistrate T'sai, prohibiting women from frequenting opium-shops, with a view of improving the morality of the native residents of the Settlement. The Magistrate's intention was most praiseworthy, and we were informed that Captain McIlvane's idea on the subject coincided precisely with that of the Chinese official. The proclamation was duly stamped by both the Senior Consul and the Municipal Council, and copies of the same were posted by the Police at the entrance of the principal opium-shops in the Settlement. As soon as the women heard of the Notification, not a single female could be seen lounging in the opium dens, and Magistrate T'sai was deservedly extolled by the native Press for what he had done. The proprietors of these smoking dens were, however, not idle in devising means for reviving their business, which had slackened considerably in consequence of the exclusion of women from their shops, and they tried the scheme of presenting tickets to their customers who would win prizes in opium, according to the winning numbers of the Manila Lottery tickets. This innovation, however, only made a trifling improvement in their trade, and they therefore jointly petitioned the Municipal Council not to prohibit women from frequenting their dispensable dens, so that they may fill their coffers with filthy lucre. What instructions the Council have given to the Police, we are not in a position to say, but these opium shops have recently been again crowded with female smokers, and no arrests have been made. The Proclamations are still in their original places, and the question is whether the Police should, or should not, stamp the Notification issued by the Mixed Court Magistrate, and stamp (consequently approved) by both the Senior Consul and the Municipal Council. As the matter now stands, it is an indignity to the Chinese official to have his Proclamations posted in the opium dens, and disregarded by shameless women and Oliver of the Law.

H.M.S. *Audacious*, flagship of Admiral Salmon, arrived at Shanghai on the 10th inst.

NAVIGATING THE SUET CANAL BY NIGHT.—The regulations for the navigation of the Suez Canal by night have just been made public. The water-way of the Canal is to be lighted by means of compressed gas-gas. Steamers will be allowed by the regulation for the night passage to proceed under the same conditions as those laid down for the traffic.

REFINING BY ELECTRICITY.—The end of the old-fashioned sugar-refining business has been decreed by the new method invented of refining by electricity; the cost is 3s. 2d. a ton. A company has been started, with a million capital. The inventor is Mr Henry Friend.

APPLICATION FOR RENDITION OF AN ALLEGED PIRATE.

THE OPIUM HABIT.—While most earnestly decrying the employment of opium as a 'mental stimulant' by those who live by literature, we note the less feel that between the lines of those poems by which Coleridge will best remember the influence of the opium habit can be traced in its earliest, most fascinating, and therefore its most dangerous stages. The ultimate collapse which results from its frequent employment is no less certain, though in exceptional cases it may be delayed.—*Lance.*

THE RED RIVER OF TONQUIN AS A TRADE ROUTE.—During the war of occupation in Tonquin it was frequently urged in the French Chambers and press that by means of the Red River the trade of Southwestern China was brought to the foot of France. Subsequent investigation, however, has shown that it was doubtful whether the river was navigable in its upper waters for steamers. Lieutenant Gouin, resident at Sontay, who has studied the hydrography of all the Tonquin rivers, has now settled the question. In a paper published in a recent bulletin of the Paris Geographical Society, he describes the result of his surveys, and says that navigation, even as far as Luakoi, much less to the Chinese frontier, is quite impossible. The rapids, he says, are wholly insurmountable by steam beyond Haoha, however small the draught may be, and whatever engines may be employed. The project of a railway to Luakoi doubtless owes its existence to the conviction of the French authorities that Lieutenant Gouin's conclusions are correct, and that the Sunkoik or Red River can never be a trade route between Yunnan and the delta of Tonquin.

THE ITALIANS AT MASSOWAH.—The Italians doublets wish themselves well out of the difficulty. They hoped that a little patience would enable them to conclude a peace on terms favourable to themselves without bloodshed. 'In this they have been thwarted. The result of their manoeuvre shows how dangerous a policy it is to "play" with troops of the nature of those commanded by King John of Abyssinia. Such armies are very mobile, and can accomplish feats in marching to which Europeans would be impossible. This necessarily gives them a great advantage. The principle, therefore, which should guide a commander engaged in such an enterprise should always be to see that his organisation is complete before advancing, then press on, and having come face to face with his opponents, strike decisively. It has been by the adoption of these tactics that Lord Wolseley has been invariably successful. It is a pity for the Italians that their commander at Massowah has not had some of the dash and some of the perspicacity of Lord Wolseley. Had he possessed his lordship's qualities as a commander, his army would not have occupied the rather unpleasant, not to say ridiculous, position it does to-day in Abyssinia.—*Army and Navy Gazette.*

The C. M. S. N. Co.'s steamer Kiangkwan, Captain Perkins, had a rather serious mishap on her last trip down from Hankow. While running from Kiukiang to Wuhu, just about Fitzroy Island, she met a large salt junk bound up river. It was then about half-past eight o'clock in the evening. The steamer tried to avoid the junk by steaming inshore close to the bank, but the junk closed in upon her, striking the guard forward of the wheel, on the starboard side. The junk at once began to settle down, (and it is said her masts broke off.) Boats from the steamer and also from the junk were very quickly in the water, and the impression prevailed that all the people on board the junk had been rescued, but we hear that an official report has been made to the effect that four persons were drowned. The junk had no fixed lights, but exhibited a flat light on deck when the collision was inevitable. There is no doubt in this case that the junk is to blame for the collision, and it is to be hoped that the junkmen on the Yangtze will benefit by the experience gained. It is also reported that one of the Northern steamers has been in collision with a junk in the Peiho, and that the damage and loss of cargo amounts to Tls. 25,000.—*Shanghai Courier.*

NOTES FROM NATIVE PAPERS.

On the evening of the 9th instant, at the new bridge, French Settlement, a mad yellow dog bit a little Chinese boy in the face. The child fell and fainted, and the father, mother and neighbour having picked up the child, pursued the dog, killed it by blows of sticks, and made soup of the heart for the child to drink as an antidote.

We have several times referred to the tax of £10 a head imposed upon Chinese landing in Australia, and commented on the unfairness of it. We learn by a letter from Australia that the Governor has now received a letter from the British Government, which is full of the sentiment of justice, but will no doubt prove just unpalatable to the Colonial Government, as it comments severely on its late treatment of the Chinese. The Governor is in this letter recommended to frame no regulations regarding Chinese which will impose hardships upon them to which other immigrants are not subjected and reminded that they are amongst the most useful of the immigrants, and have done much for the opening up of Australia.

The festival of the Empress of Heaven at Tientsin was celebrated during the most flourishing years of Hien-Peng and T'ung-Chih with great pomp, 'incease-junies' (the junk carrying the pilgrims) were called arriving from Chihli, Shantung and the North in great numbers. The pilgrims were allowed each to carry a little marmalade with him on which duty was not levied and sell it at Tientsin to help towards the expenses of the journey.

Although not so highly celebrated as in those days, the goddess's birthday still brings together at Tientsin a large host of pilgrim junks. Gaily attired men and women crowd together to the temple to burn incense, and the local tradesmen for some time make more than double profits.—*H. F. P.*

The new tea is coming down in great quantity from Kiukiang from Weng and K'men, and the taper fingers of the tea-farming girls are busy with the fragrant leaf in all the grottoes. There is a great deal of tea and very few tea-men, and prices are very low.

The Corcans constructed their own teahouse at Fusau, but are so successful in the working of it that it is said they mean to ask for assistance from the Chinese telegraph Company.

The Spaniards have bull-fight, and the Japanese also; but bull against bull and not against man. Two or three weeks after the planting-out of the spring rice, a morsel is held in honour of the local god, and each village prides its champion bull,

in gay trapping, the villagers, men, women and children taking the keenest interest in the success or failure of their champion animal. We Chinese have cock-fights, duck-fights, quail-fights and cricket-fights, but take no interest in watching such clumsy animals as cattle contending.—*S. F.*

On the 2nd of May the Empress proffered to select a number of damsels from the daughters of banner-men for the honour of the youthful Emperor at Peking. It is understood that the Empress Consort or principal wife of His Majesty has been already selected.

On the 1st at 8 a.m. seven prisoners were taken in carts from the prison of the Hing Fu (Board of Punishments) at Peking to the execution ground at the Vegetable Market outside the Sung Wu Gate and there beheaded. It is said that they were all highway robbers of a desperate type.

The same day a foreigner was trotting along on a donkey outside the Sung An Gate, when the little animal suddenly slipped in a miry place and deposited the cavalier on his back in the mud. The irate foreigner began to belabour the unfortunate donkey-man with his fist and dragged him into a guard house. The soldiers succeeded in pacifying the foreigner with good words, the donkey-man kowtowed to him, and received his fare, 800 cash, justice was satisfied and the crowd dispersed.

The scheme for improving the native city of Shanghai will be carried out about the end of summer or beginning of autumn. On the 7th and 8th May the principal street running out at the West Gate was officially surveyed. This will be levelled and made practicable for wheeled traffic. The improvements will be commenced, however, on 600 chong (over a mile) of road from the Bridge of the 16th ward to Luh-Pang, and it is estimated that 40,000 taels will be required for road material and labour.—*S. F.*

A mad black dog ran along the Bund the other day and bit a foreign doctor, who at once proceeded to cut the wond as a precaution. The same animal had previously bitten a Chinaman. It was last seen running along the Bund towards the French Concession.—*H. F.*

Formosa.

Tamsui, 5th May, 1888.

By the s.a. *Fokian*, which arrived yesterday, Dr. Johnson referred to his old field of labour, after an absence of two years. He has been on a visit to his native country to recruit his health. Dr. A. Ronne, who has been medical attendant during Dr. Johnson's absence, will shortly leave, and his departure will be regretted by all.

During the short time he has been with us he has gained the esteem of all, by his geniality and his kindheartedness and sincere devotion to all those who have been under his medical care, and not only by us at this port, but by all foreigners at Ke-lung, and the natives whom he has so carefully attended.

He was a careful medical adviser, and was always ready and willing, day or night, to attend those who needed him.

The telegraph steamer *Locust* left to-day for Hongkong, where she will take on board Mr Müller, of the Imperial Chinese Telegraph Administration, Canton. She will then proceed down to Hulow to repair the telegraph cable between them and Pak-ho. That cable has been interrupted for some time. After this work is done, she will return to Hongkong, to take on board some railway material for this port.

Mr Campbell is at present surveying the route between Tschutuah and Taiwanfu, and it is intended to run a railway line. It is said that the railway between Taiwanfu and Kolung will be finished by the end of this year.

Lieutenant Hecht and Mr Jorgensen, both Germans, who lately arrived from Shanghai, are employed by His Excellency the Governor to drill and instruct the soldiers in the use of modern guns and fire-arms, the former at Ke-lung, and the latter at this port. Two more Krupp guns, breech-loaders, each about ten tons, will shortly be mounted in the new fort here. Lieutenant Hecht was formerly in the service of His Excellency Li Hung-chang, the Viceroy of Chihli.—*H. F.*

The following is the report of the Company for presentation to the Shareholders at the second ordinary half-yearly Meeting to be held at the office of the Company, Victoria, Hongkong, on Thursday the 24th May 1888, at 4 p.m.:

The Directors have now the pleasure to submit to the Shareholders a statement of the Company's affairs for the half year ending 30th September, 1887, and while doing so they have to express their regret that owing to a number of untoward occurrences they have been unable to lay these accounts before you at an earlier date.

They have informed us of the recent position of the London tea market.

The magnitude of the tea trade, and the enormous interests involved, are perhaps realised by few persons outside those who are directly or indirectly interested in the growing, shipment, or sale of the article.

The ordinary British master, no doubt, is somewhat mystified by all the heats of the respective merits of China, Indian, or Ceylon tea, as put forward by those who are concerned in them, and must be often perplexed as to where to obtain the best value.

If he studies the advertisements with which our daily papers abound, or which adorn the walls of our railway stations and other public places, As is the case with almost every article of daily consumption in this age of production and competition, the supply of tea seems at present to have outstripped the demand for it; and hence the price has continued to decline for some years past, until it has reached a point which brings it well within reach of even the poorest class of the community.

In India and Ceylon, where the manufacture of tea has increased enormously during a comparatively recent period, the introduction of machinery has enabled planters to turn out such large quantities as to force the market to take them, thus to a large extent ousting the produce of China. The struggle may be said to be between machinery and hand labour, for the Chinese still follow the custom of their ancestors, and the leaf is manipulated now in the same way as for generations past. Labour with them is cheap, and those interested in China tea argue that the work is better and more thoroughly done by hand than by machinery.

Some idea may be gathered of the change which has been effected in the trade when we look at the respective ports from tea-producing countries ten years ago and now. In 1878, imported from China about 164 million lbs., and from India under 30 million lbs., while Ceylon as a tea-producing country, was scarcely thought of, and gave us only a small quantity, whereas, during 1887, China is required to furnish over 90 millions, while Ceylon and Ceylon and Java give 32 millions.

In proportion as the trade of other countries expanded, so did the tea produced by them increase, and so did the tea produced by China decrease.

The situation of France is not encouraging. Her governmental personnel is not up to the standard of mediocrity, thanks to those continual expulsions which, under the pretext of republican loyalty, have

issued, we sum up the position in the following paragraph:

The total home consumption of all tea for the year 1887 was 1800 million lbs., against 172 million lbs. in 1886, an increase of 34 million lbs.; while our export for the same period, chiefly on account of larger direct shipments from China to Russia, decreased 9 million lbs., being 35 million lbs. against 44 million lbs. in 1886. The falling-off in the home consumption of Chinese tea was, however, no less than 132 million lbs., but the increased deliveries of Indian and Ceylon have more than covered this deficiency, and made up the excess in the total home consumption. This proves that British-grown tea has gained in favour rapidly at the expense of Chinese, as the monthly deliveries of the former have at times been rather in excess of Congou. It has been fortunate for the market generally, that total shipments for the season, as telegraphed from China, are about 28 million lbs., less to Great Britain, otherwise the difference would have been an excess to be dealt with; but with the probable increased yields from India and Ceylon, another shrinkage of 30 to 35 million lbs. is necessary in the export from China during the coming season.

Supposing our home consumption to be increased to 180,000,000 lbs. And export trade to be reduced to 150,000,000 lbs.

The total requirements will be 215,000,000 lbs.

India will probably send 92,000,000 lbs.

Ceylon and Java 33,000,000 lbs.

The balanced required from China will be 90,000,000 lbs.

215,000,000 lbs.

From which it will be seen that only 90 million lbs. of China tea will be wanted for home consumption.

From the same source we also give you some extracts, which are of general interest:

There is a growing feeling among those interested in tea gardens, that with larger supplies it will be necessary to open new outlets for their produce in the shape of fresh markets, and to facilitate this a meeting was recently held in London, at the offices of the Indian Tea District Association, with the object of selling Indian tea in Canada and the United States.

Something of this sort would no doubt be of use, for although home consumption increases, and export to the Continent slowly augments, still some further impetus will be required to carry off the yield of the large tracts in Ceylon now coming into bearing, as well as of extensions in India.

Up to the present, the drinking of tea as an ordinary beverage has been, to a great extent, confined to Great Britain and her Austrasian colonies, the average annual consumption per head for the former being about 42 lbs., while in the latter it varies from about 51 to 71 lbs.; therefore, we see that Canada takes rather more than 33 lbs. per head, and the United States barely 15 lbs., and Russia a little over 1 lb. per head, while the other Continental nations use only a very small quantity, it is evident that if these latter could be persuaded to take to tea-drinking on the same scale as the British public, an enormous development would follow.

The serious falling off in their

Mails.



STEAM FOR
SINGAPORE, PENANG,
ADEN, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, AND LONDON:
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.
N.B.—*Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.*

THIS PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *ANCONA*, Captain W. J. WEBBEN, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 19th May, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 8, 1888.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THIS U. S. MAIL Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco via Yokohama or SATURDAY, the 19th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco... \$200.00
To San Francisco and return... \$200.00
available for 6 months... 350.00
To London... 305.00
To Liverpool... 325.00
To London... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 31st May.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & CO., Agents.

Hongkong, May 15, 1888.

802

Mails.

NO TICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS,
OF BRAZIL, AND LA PLATA;

ALSO,
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

THE OVERLAND CHINA MAIL, now a weekly journal for the Home Mail,

IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Shipping Orders will be granted until 4 p.m. on the day before sailing.

For further Particulars, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 8, 1888.

782

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

VIA:
THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

MORNING STAR

Iain's DAIRY is a Ferry Boat between Padua's Wharf and Tsui-Tea-Tau at the following hours:—This Time Table will take effect from the 12th April, 1888.

WEEK DAYS. SUNDAYS.

Leave K'loon, Leaves H.K. Leaves N'gong, Leaves H.K.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.30 " 7.30 " 8.00 "

9.30 " 9.00 " 9.00 " 9.15 "

10.45 " 10.15 " 9.45 " 10.15 "

12.45 P.M. 1.00 " 11.00 " NOON.

1.30 " 2.00 " 12.30 P.M. 1.00 P.M.

2.20 " 3.00 " 1.30 " 2.00 "

3.30 " 4.00 " 2.30 " 3.00 "

4.15 " 4.30 " 3.30 " 4.00 "

5.25 " 5.40 " 4.50 " 5.10 "

5.55 " 6.15 " 5.25 " 5.40 "

6.45 " 7.00 " 6.15 " 7.00 "

7.15 " 7.15 " 7.15 " 7.15 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, no notice will be given of any stoppages.

NOW ON SALE.

INDEX

TO THE

CHINA **R**EVIEW'

from Volumes I. to XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICES, — 50 CENTS.

To be had at the China Mail Office,

Messrs. KELLY & WAHL, Messrs. LANE, CRAWFORD & CO., Hongkong; and Messrs. KELLY & WAHL, Shanghai.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA, ANTWERP,

BEEMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK SEA & BALTO PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

THIS Steamship *GAEIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 30th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco... \$300.00

To San Francisco and return... 350.00

available for 6 months... 325.00

To London... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, May 2, 1888.

715

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA:

THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

THIS Steamship *GAEIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 30th Instant, at 3 p.m.

Connection being made at Yokohama,

with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco... \$300.00

To San Francisco and return... 350.00

available for 6 months... 325.00

To London... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-

embarking at San Francisco for China or

Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo

destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, May 10, 1888.

714

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.